











Official Journal of the  
**MINNESOTA  
TRANSPORTATION  
MUSEUM, INC.**

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**EDITORIAL STAFF**

**Aaron Isaacs** .....Editor  
3816 Vincent Ave. So. Minneapolis, MN 55410  
email: AaronMona@aol.com

**Sandra Kay Bergman** .....Production Editor  
**Charles Barthold** .....Mailing

**CIRCULATION**

The *Minnegazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

**SUBMISSIONS**

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

**MUSEUM PURPOSE**

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

**MEMBERSHIPS**

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193 Pennsylvania Avenue East  
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**BOARD OF DIRECTORS**

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**MINNEGAZETTE**

**CORRECTIONS  
AND NEW INFO**

Since the last issue, **Paul Krebes** has dug deeper into the big Union Pacific steam turbine that appeared in town in 1943. "The following is info received from Paul Baker, historian for the GE Erie Works museum: 'I have very little exact information but some answers and anecdote information from a retiree who talked with one of the earlier GE engineers on the project.

The 2 identical units were built in 1937, design work having started in 1936, and had a record 'built' date of 1/38 with builder numbers #12136 and #12137. They were indeed fueled with oil, Bunker C as was used by steam locomotives. Each unit carried 3000 gallons in a tank at the rear under the condenser fans and between the condensers. You see the side shutters in the photo just like radiator shutters.

The tanks were heated. I can't determine when the units went to the UP. There was track testing at the Erie plant and some operation on an eastern railroad. Old Railway Age magazines mention "soon to be placed in operation" 8/31/38; "now undergoing commercial test and will be placed in revenue service by UP" 12/24/38 and even in Dec 1940 a photo caption says 'recently placed in operation'.

These are too general and subject to magazine deadlines, etc. but they did go in service. There were many problems because of the complexity of controlling boiler, turbine and condensers among other things. It was intended that the system would respond to the engineers throttle demands just like modern diesels do but it wasn't that easy.

The spec for their designed use was 5000 Hp (2500 each) to pull 1000 trailing tons from Chicago to Pacific Coast per the Challenger schedule of 2000 miles in 36 hours. I suspect that the problems under the wartime traffic conditions just beginning were too much for two unconventional development units.

They were returned to the Erie plant and apparently stored here for some time. I am told that in late 1942 or 1943 the Great Northern was in need of power - it was wartime of course - and were awaiting EMD FT's controlled by the War Production Board.

A GE salesman had an inspiration and told someone there were two available locos in Erie and the steam turbines were indeed sent to GN and served well (?) for some time. Perhaps your local news photo came from that. At the end of the GN service they were returned to Erie and soon scrapped with motors and electrical equipment used elsewhere.

I am sorry I have no factual info on use or on fate of boilers and turbines. I'd guess the scrap date was 1943, obviously not 1942 and not 1945 unless the electricals were removed and the carcass left around until later but that photo could not be taken in 1945. So, the plot thickens! Have several other inquiries out, will advise."

**NOTES**

All the photos in Metro Transit's 2001 calendar are selected from the MTM photo archive. A few had appeared in the 2000 calendar, and the response was so positive that the Metro Transit Marketing Dept. asked **Aaron Isaacs** to supply more, along with captions. The 12 selected views trace the transit system's history from horsecars to buses. The calendars are available free at Metro Transit offices and transit stores.

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Last year the *Minnegazette* wrongly reported that MTM 1999 attendance was 104,000. That number was too high, primarily because of an error in the Steamboat ridership, although that is partially offset because bus riders weren't counted. Here are the correct figures, and how they compare with the year 2000.

	<u>2000</u>	<u>1999</u>
Como-Harriet	43,032	40,392
Minnehaha Depot	977	2,689
Osceola and excursions	22,336	24,498
Steamboat Minnehaha	14,250	18,040
Excelsior Streetcar Line	5,061	3,541
Jackson Street	1,813	9,555
MTM Buses	<u>4,877</u>	<u>N/A</u>
Total	92,346	98,715

**Front cover: About 1948, southbound car #1215 approaches Colby Siding in North St. Paul on the single track Mahtomedi Line. This is one of a series of photos donated recently by former TCRT motorman Kurt Blewett.**

**Inside front cover: This issue contains some more of the great photos taken by the Minneapolis Star-Tribune during World War II (see pages 22-27). On April 28, 1944, a Pullman porter on the Burlington's overnight Chicago-Minneapolis Black Hawk mans his door at the Great Northern Depot. Minnesota Historical Society collection.**



## LETTER FROM THE CHAIR

-Michael E. Miller

Here we are at the end of another year, my fifth as MTM Chair. As you read this it should be late January, and various politicians have been declaiming on the State of the Union, the State of the State and State of the City. So it seems appropriate to inform you, the membership, of the State of the Museum. It's a pleasure to do so, because the State of the Museum is very good.

### Finance and Administration

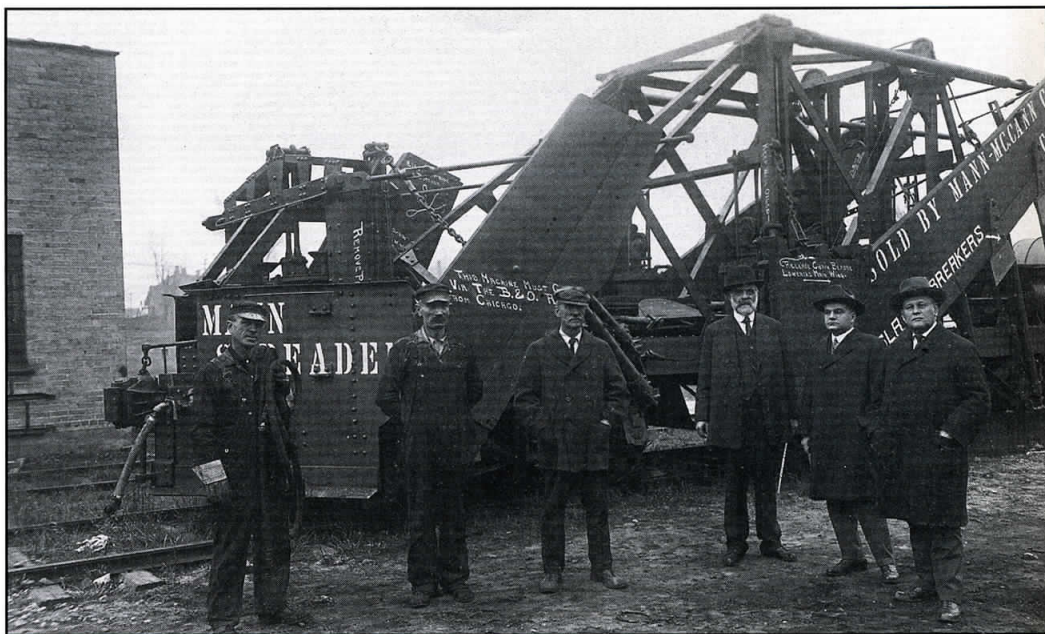
More money is passing through the Museum than ever before, thanks to a series of federal TEA21 grants. These grants provide 80 percent of the construction costs for rebuilding the Jackson Street Roundhouse, rebuilding or repairing four railroad passenger cars and rebuilding the Como-Harriet Line. MTM must provide the 20 percent local share, plus all design and engineering costs.

The museum made a major step in 1999 that was reaffirmed in 2000, allocating over \$65,000 for central administration. This money pays for the services of the Executive Director and a part time clerical position.

We are fortunate to have hired **Don Meyer** and **Deb Hanschien** to these positions. Don's years as Executive Director of Mid-Century Railway Museum gave him a real insight into MTM operations and challenges. His accounting background is a bonus, which makes it possible to do the books in-house, saving the cost of the accounting firm. Deb's contribution to the management of the office during the transition between Executive Directors cannot be overstated.

2000 was the year that merchandising came under the system-wide management of **Charles Barthold**. The new arrangement pools both inventory expenses and revenues. 2000 was also the first year for a new museum-wide marketing brochure (really more of a booklet) describing all the operations and venues of the Museum.

Finally, I want to again thank the very hard-working Board of Directors. In this environment of constant change and growth, serving on the Board can be quite a challenge. I'd like to single out **Dave Kettering** for his tireless work as the Treasurer and "consultant" on non-profit issues. Also, **Jerry Leimer** deserves an extra word of thanks for taking on a variety of sticky legal issues. The Board's job can be a thankless one, so please do thank these people when you see them.



In the early 1920s, the St. Paul Foundry manufactured about 20 Mann-McCann spreaders in an attempt to compete with the popular Jordan spreader. One of these cars, Northern Pacific #602, survived to serve the Burlington Northern and is now preserved at the Yakima Valley Rail and Steam Museum in Toppenish, Washington.

Minnesota Historical Society collection, MTM collection and Aaron Isaacs photo.





## Traction Division

2000 ridership was up from 1999, 43,032 versus 40,392. Some of the difference was the continuing growth of the Halloween Trolley. Elsewhere 2000 saw the completion and return to service of PCC car #322, the refurbishing of Duluth #265, the securing of a \$440,000 TEA21 grant to rebuild and extend the line, a new activist management for the Motor Bus Division and record bus ridership. Minnehaha Depot attendance was unavoidably down due to extensive highway construction all around it. As always, the Traction Division can be counted on to run smoothly, a tribute to Superintendent **Jim Vaitkunas**.

## Railroad Division

Although ridership was down at Osceola, revenue was actually up due to higher fares. The Meander to Marshfield, the longest excursion trip MTM has ever undertaken, was a success both operationally and financially. The overall level of training and professionalism keeps improving. The proof of this was a surprise multi-day inspection by the pros from the Wisconsin Central that pronounced our operation to be first rate. This was the biggest year for new equipment acquisition since 1981. Added to the collection were the F-unit, boxcar, gondola and caboose from Bandana Square, the GE 45-tonner from Northern Ordnance, Milwaukee Road coach #502, a Northern Pacific dynamometer car from the Lake Superior Railroad Museum, EMD SW1 #3110 from Andersen Windows, and NP 4-6-2 #2153 from East Grand Forks.

Meanwhile, a major effort is underway to clean the stored equipment out of the Arsenal. In the process, we are disposing of pieces that will never be restored, including the GN heater car and NP baggage car #234. Of the remaining equipment, significant work happened this year on GN coaches #1096 and 1097, GN business car #A-11, NSP 44-tonner #5, Soo GP7 #559 and Rock Island coach #2608. NP 4-6-2 #2156 was acquired from the City of St. Paul. A new 30-year was signed with the City of Stillwater for 4-6-0 #328, which is torn down for major repairs. The year has been spent planning the ISTE funded repairs to four coaches.

And in Osceola, the village purchased Picnic Bluff next to the depot, preventing future development, and the Osceola Historical Society has built permanent restrooms next to the

depot. My thanks to **Dave Ahlgren** for ably filling the most difficult of General Superintendent positions, and to **Bill Handschien**, his successor late in the year. **Pat Kytola** also deserves our thanks for her continuing work as General Passenger Agent.

## Jackson Street Roundhouse

It was a huge year for progress at Jackson Street, as the ISTE grant money began to really get spent. The storm and sanitary sewers have been separated, the garage came down, the south loading dock was removed, gas heat was installed in Bays C and D along with new lighting and electrical service. There is also new electrical service to the pole barn. The new roundhouse doors are about to be hung. Tracks have been relaid in stalls 16, 17, 18, 22 and 24 and more equipment moved inside. The Executive Office has been constructed, and the historical societies of the Great Northern and Northern Pacific are jointly occupying it along with MTM's staff. The GN Society has added to the historic atmosphere at Jackson Street by making it the new home for its GN SD45 #400 "Hustle Muscle", which had been located at the Lake Superior Railroad Museum in Duluth. The miniature Rock Island Rocket is back in service, running on newly laid track. The roundhouse had 9555 visitors in 1999, thanks primarily to the grand opening visit of Thomas the Tank Engine. Because of frequent construction, the museum has intentionally received little marketing this year and the year end visitor count of 1813 reflects that.

## Lake Minnetonka Division

After a period of organizational upheaval last year, the renamed division settled down to a successful year running the Steamboat Minnehaha and the Excelsior Streetcar Line. Minnehaha ridership dropped. The revised schedule included two shorter cruises each day. These were popular, and in the process they shortened the volunteer shifts. **Ann Merriman** was hired to staff the division office. Trolley ridership grew from 3541 in 1999 to 5061 in 2000, and included additional operations for the Thursday farmers market. Inside the carbarn, the restoration of TCRT #1239 made great strides.

A particular word of thanks goes to **Mike Kramer** for taking on the reorganization of the Division and very ably seeing it through this past year.

The Division actually has a plan for leadership succession which promises to go smoothly in 2001.

If I had to cite one area of the Museum that continues to need much more work, it would be fund raising. We never have enough money to support the work, the restorations, and the educational programs that we would like to do. The good news is that **Don Meyer** comes to us with a record of successful fund raising efforts. I am hopeful that in 2001, as Don becomes familiar with the local scene, we will be able to profit from those skills.

There have been times in the past when it has felt like we are "wading in molasses" and just didn't seem to be able to move forward no matter how hard we were working. And there are other times, like the present, when progress seems to outrun our efforts. At this time in our history, I believe we have the people, the talent, and many of the resources we need to continue moving toward our goal of becoming a first class transportation museum, and a major cultural resource for this area. So, a great vote of thanks to all of you who are making it happen.

## EXECUTIVE DIRECTOR'S REPORT

-Don Meyer

During my first few weeks on the job, many of you have called or dropped by to say hello and wish me well. Those kind gestures are greatly appreciated.

This is not my first exposure to MTM. My first day of work was almost a five-year anniversary to the day, marking my visit to the Jackson Street Roundhouse during the ARM convention in 1995. At that time, the building was still being subleased to various tenants. I also remember that the Minnehaha had just been put in the water, but was not sufficiently restored to give us convention goers a ride. And the PCC car was still in so many pieces that only someone with **George Isaacs'** vision could appreciate the beautiful car it was to become.

Actually MTM's restored and functional equipment should be considered works of art. And all of our members should take great pride in their accomplishments to date. The museum's reputation is extremely good throughout the rail museum community. As friends of mine learned that I had accepted the job of MTM's executive director, they were unanimous in their opinion that I had taken a professional step up.



This point is not lost on me. In fact I would go so far as to say that the quality of the commitment made by members during the museum's entire history deserves a similar quality in commitment by staff, such as myself. You also deserve to have the assurance that my presence here is meant to further the vision of the membership for this institution, not replace it.

The Board set three priorities for me as the head of the Administrative Division: create a unified marketing plan; increase membership and volunteer hours; and increase donations. What follows is most of my first official report to the Board, containing several recommendations for these three areas as well as for enhancing our accounting procedures, which has become an added priority. You will read more about these recommendations in subsequent columns.

### **The Administrative Division**

With the hiring of a professional staff, the old Museum Services Division has been reorganized and renamed the Administrative Division. Its primary purpose is to support the Board and the other divisions by performing necessary tasks that are museum-wide, or a low priority within the operating divisions or can be performed more efficiently by the MTM staff. The three priorities established by the Board are: create a unified marketing plan; increase membership and volunteer hours; and increase donations.

### **Marketing**

#### **Goals:**

- Increase MTM's visibility as a single organization operating several venues.
- Increase attendance.

#### **Recommendations:**

- Retain the services of a professional advertising firm to do all our product design and serve as our liaison with the various advertising media.
- Create an advisory committee from within the membership to assist me in devising a comprehensive marketing plan, utilizing people with marketing, advertising or retail experience.
- Establish an MTM image for all our printed materials, whether promotional or educational.
- Create one brochure promoting all the operating divisions equitably with pictures showcasing our target audience having a wonderful experience. Then allow the divisions to supplement this promotional piece with a "museum guide" about the equipment, ride and historical

significance of their venue.

- Set our primary target audience as young families (generally meaning they have children 12 years of age or younger). The secondary audience being senior adults, those people who remember when all this stuff ran the first time.
  - Pay the price for having quality products, which impart a positive, non-verbal message about MTM.
  - Answer peoples' most important questions in advance: 1) Where are you located? 2) When are you open? 3) How much does it cost? 4) How long does it last? 5) What else is there to do? 6) Are there restrooms on the train? 7) Is there a gift shop?
  - Evaluate each piece, make revisions and do a new printing each year.
- Supplement the advertising with good PR efforts (press releases, phone interviews, and open house events) with divisional help.

#### **Current status:**

I am working with JWDA, Inc. of Eden Prairie on the design of our print ads and the MTM brochure. This firm can handle both the graphic design and printing of our various products. A four-color ad has been created for placement in magazines. I will also be meeting with JWDA staff to begin planning the MTM brochure, in keeping with the design parameters mentioned in my list of recommendations.

### **Membership**

#### **Goals:**

- Increase the number of members and the number of volunteer hours,
- Honor their service with rewards and perks.
- Increase their exposure to all the operations of the museum.

#### **Recommendations:**

- Create a single application form with the following attributes:
  - 1) part of a brochure that people can retain for their own reference regarding the well defined benefits of membership;
  - 2) a quality product in order to convey a positive message about MTM;
  - 3) designed to obtain key demographic information;
  - 4) provide the option of selecting one division whose newsletter would be a membership perk (Admin would be the default selection);
  - 5) have a line to add a tax deductible donation to the total payment; and
  - 6) state explicitly the tax status of membership dues.

-Actively solicit memberships at each venue with:

- 1) prominent signage at the ticket window; and/or
  - 2) putting a membership brochure in visitors' hands with each ticket purchase; and
  - 3) selling a membership in lieu of a fare and allowing immediate use of the free admission perks offered members.
- Use the guest registers at each site to follow-up with a series of letters (rider survey, membership application again, annual donation appeal, and calendar of next year's events).
  - Create a position under Administration for a Director of Member Services to develop programs specifically benefiting members.

#### **Current status:**

**Deb Handschin's** job title has been changed to Director of Member Services to reflect the new priorities of her position. She is in the process of working with **Charles Barthold** on drafting new letters and forms, which reflect the changes in membership categories, fees and perks approved by the Board this Fall.

### **Development**

#### **Goals:**

- Expand the general donor base.
- Target single prospects for major gifts.
- Establish a system of planned giving for the purpose of creating endowments.

My strategy for donor development—First, to the fullest extent possible, develop a relationship with each donor, following the cardinal rule of fund raising, "People give to people." This affects how I prefer to receipt gifts: with a thank you letter that has a personal note handwritten in the bottom margin, and signed in blue ink. Even though this may be a form letter, there are ways to personalize it so that the donor knows they were not just part of an impersonal process.

Second, the addendum to Rule #1 is that "People give more to their peers." So, where possible, enlist the support of members who are viewed as the prospective donor's peer to help make the appeal and close on the gift.

Third, segment all donors into four categories and then work to expand each donor category with new contributors, while encouraging donors to move up from one category to the next. Tier 1 consists of the largest number of donors at the smallest level of giving. This is where our divisions are currently working with the direct mail pieces and



Minnegazette insert. Tier 2 consists of donors to special projects. These are at larger amounts, but typically are for one-time gifts. Tier 3 is similar to Tier 2, but these are the donors you can count on year after year for a major donation. Tier 4 is the endowments level. This usually follows a long-term relationship and culminates in an actual contractual agreement.

#### Recommendations:

- The MTM office will receipt all gifts, in the form of a personalized, thank you/receipt letter to insure a timely turnaround and to fulfill IRS requirements for a valid receipt.
- Solicit small gifts (Tier 1) by means of direct mail, providing donor options to support any or all of the divisions. This would be in lieu of the Minnegazette inserts.
- Solicit large gifts (Tiers 2 & 3) by drafting project proposals submitted to targeted donors. (Members can facilitate the success of this step by providing introduction to prospects and personally supporting the appeal).
- Seek professional help in setting up a planned giving program; then
- Promote the opportunity to endow MTM, its divisions, programs or projects.
- Always provide the opportunity to give. This can be drop-boxes at every venue to encourage impulse giving and using a self-addressed return envelope with each written appeal to make it easier to donate.

#### Current status:

Both the Traction and the Railroad Divisions had solicitation inserts in the last issue of the Minnegazette. The Railroad Division and the Lake Minnetonka Division are also working on direct mail pieces to go out yet this month. In the Administration Division, we continue to make initial contacts with foundations in our area to inquire about their guidelines for submitting grant proposals.

#### Accounting

##### Goals:

- Account for receipts and disbursements in compliance with generally accepted accounting principals.
- Report financial activity to the Board and the division superintendents on a monthly basis.
- Create a system of accountability by showing actual performance versus budget.

#### Recommendations:

- Maintain a centralized, automated system in the office rather than outsourcing the work.
- Prepare budgets showing income and expenditures, per line item, on a month-by-month basis. (Once the board approves the budget, we would enter these numbers into the computer so that monthly financials show actual versus budgeted results.)
- Support the budget with a written annual plan, explaining how the budgeted numbers were derived.
- Prepare the budget on a cash basis, then make year-end adjustments to restate the books on an accrual basis for the auditors.

#### Current status:

**Dave Kettering** continues to work on the books for the current fiscal year. I will be taking them over in January. Meanwhile my focus is on preparing for the audit for the short year ended December 31, 1999. Getting on the auditor's schedule has been the current major obstacle.

#### Other activities

We have formally engaged the services of the Klein Insurance Group, as reported to the Board at the November meeting. Notification is going out to our insurance carriers and our previous agents informing them of the change in our agent of record.

We have notified our legal counsel of our intent to take action in the matter of the equipment stored at the Arsenal. **Charles Barthold** and **Dave Kettering** are working with me in finalizing details for delivering proper notice of an auction to be held next year if our claims have not been satisfied by the equipment's owner.

The Archive Committee (comprising representatives of the GN and NP historical societies, plus myself and **Ann Merriman**) continues to meet to discuss the creation of a shared archival facility at the roundhouse. A sub-committee has been formed, headed by **John Wickry**, to establish the computerized cataloguing procedures. Ann is drafting a statement of ethics governing our collections procedures. And we are working on improving the space allotted for housing our respective photo and manuscript collections.

For now, let me close by sharing with you the one unifying strategy which I believe will allow me to add value to an otherwise vibrant operation: to seek accreditation for MTM through the American Association of Museums. Not an easy task. Currently no rail museum

holds this mark of approval for operating according to the "best practices" defined by the museum community outside the one we know through ARM and TRAIN.

My expectation is that it will take us between seven to ten years before we are ready to apply for accreditation. And then the application process, itself, will take another year to complete. You can see this is definitely a long-term goal. And it will only come with a major price tag attached. So why try? Why chase after something no one else has attained? The answer, accreditation is simply the next step "up" at this juncture for an organization like MTM.

The anticipated benefits are also simply stated. Implementing the "best practices" needed to attain accreditation will improve the quality of all our operations, while enhancing our prestige within the community. And I am certain that it will open up funding opportunities for us that currently do not exist. The down side is that I am still learning about the comprehensive nature of what AAM defines as "best practices." So implementation will consequently be slower than what a more qualified person would be able to achieve.

Therefore we may be stuck with each other for awhile. And this is the message you will hear me preach many, many times over during my tenure at MTM. So please feel free to comment. And do come by for that cup of coffee.

## BOARD OF DIRECTORS

November 2000

- Treasurer Kettering has released the accountant and taken the bookkeeping activity into the Administrative Division resulting in future savings and more timely reports. He has convinced the Minnesota Department of Revenue that the Museum is not a sales tax collecting entity. A similar argument is being presented in Wisconsin. The Museum has received a \$24,000 sales tax rebate.
- The Board formally appointed **Don Meyer** as the Museum's Executive Director, finalizing its earlier voice decision.
- MTM has accepted the offer of the 1907 Barney & Smith Soo Line sleeper Valhalla.
- MTM has formally engaged the services of the Klein Insurance Group.
- MTM has notified its legal counsel of our intent to take action in the matter of the equipment stored at the Arsenal.
- The Board confirmed the nomination of **Bill Handschin** as Railroad Division Superintendent replacing



Dave Ahlgren and thanked Dave for his dedicated service.  
 -The Board granted Jerry Leimer a leave of absence from his Board duties.

## TRACTION REPORT

- Louis Hoffman

### Halloween Trolley

The 2000 Halloween Trolley - the fourth annual - was another great success, expanding to four nights, the Friday through Sunday before Halloween and Halloween night itself. Ridership increased by more than 300 passengers over 1999 to 2,517 (with 2,191 being revenue passengers). With the increase in ridership and in the adult fare rising from \$2.00 to \$3.00, gross revenue was \$4,810, about a fifty percent increase over 1999. Here's the night-by-night breakdown:

	<u>Trips</u>	<u>Tokens</u>	<u>Passengers</u>
Friday	14	460	492
Saturday	16	761	910
Sunday	14	686	794
Tuesday	13	284	321

In addition to our reduced-price ad in the Southwest Journal, courtesy of Advertising Manager John Thompson, we had snazzy posters aboard the streetcars, in and around the Linden Hills Station, and throughout the neighborhood. Designed by member Mary Groe, Bud Goldstein, Bill Graham, and Pat Harvey supervised distribution in the community and Jim Vaitkunas oversaw posting aboard the cars, in the station, and in the station area. There was some newspaper and television coverage, arranged by Louis Hoffman. Primarily, we can thank the dry and relatively mild weather for the bountiful ridership, the third year in a row that we've been blessed by the good weather so necessary for an outdoors event that late in the year (we all remember the 28.6 inches of snow on Halloween 1991).

Operations, as usual, were flawless under General Superintendent Jim Vaitkunas's orders and the supervision of starters Keith Anderson, Mike Buck, and John DeWitt under the overall supervision of Transportation Superintendent John Kennedy. Operating, platform, station, and token sales crews were Carl Barthelemy, Fred Beamish, Lael Beamish, Tom Beaumont, Julie Binko, Kevin Christianson, Betty Culver, Dave Culver, Charles Cunningham, Mark Digre, Rolly Ehrenberg, Angela



The Como-Harriet Line can be hard to photograph because of the thick foliage, but the onset of winter opens up some different views (well, somewhat). One example is this vista overlooking the archery range curve from the hill west of William Berry Road. Aaron Isaacs photo.

Frerichs, Gary Gustafson, Greg Gustafson, Bud Goldstein, Pat and Roy Harvey, Dave Irey, Karl Jones, Corbin Kidder, Jennifer Kramer, Charles McCarthy, Ed McGlynn, Mike McWilliams, Howie Melco, Janet Miller, Jerry Olsen, Don Pribble, Greg and Linda Taylor, Jean Villardson, Terry Warner, and Jim Willmore. Cleaners, decorators, and set-up crews were Ken Albrecht, Maryellen Digre-Mueller, Bud Goldstein, Roy Harvey, Scott Heiderich, Karl Jones, John Kennedy, Keith Lindberg, Jim Otto, Jim Vaitkunas, Hilmar Wagner, and

Jim Willmore. Our talented youth actors were Issa Baker, John Field, Max Giesecke, Tim Giesecke, Alex Goglia, Shal Ngo, Michelle O'Leary, Alex Olson, Judson Pettus, and Alex West from Fort Snelling Academy, Minnesota Transitions Charter School, South High School, and Southwest High School, recruited and supervised by our own impresario, Bill Graham.

The star of the show, again, was Dave French, who continues to create innovative skits that appeal to passengers of all ages - and performs them every ten minutes, this year for

**The Halloween Trolley again surpassed the previous year in both ridership and revenue. The crew included (L to R) Howie Melco, Dave French, John Kennedy, Dave Culver, John DeWitt, Jerry Olson, Betty Culver, Tom Beaumont and Julie Binko. Mary Beaumont photo.**







**Car #265 at the Lake Calhoun stop. Aaron Isaacs photo.**

four nights, a total of some twelve hours. Dave portrayed a disgraced motorman, whose criminal negligence at the controller resulted in passenger deaths, his own conviction of a crime, and subsequent hanging as punishment. Now a malevolent ghost, Dave returns to haunt the streetcar and plots a collision by replacing a red lamp with green, causing the two cars to crash by diverting the returning car into the siding, where it would collide with the waiting car. Unfortunately, the green lamp goes out and none of the passengers, knowing his evil plan, will lend him a match to re-light it!

Finally, **Bud Goldstein**, a volunteer and neighbor, arranged for many of our other Queen Avenue South neighborhoods to decorate their back yards: **Joe Barrone, Kathie, Robbie, and Cassie Brink, Margit Donhowe and Mitch and Bjorn Long, Barb, Steve, and Marissa Nicol, Karla and Steve O'Brien, Debbie, John, Ryan, and Colin Quirt, Susanne Rosen, Jesse, Lynda, Dayton, and Elise Smith, and Peter Van Wyngeeren.**

Many thanks to all who lent a hand for their help, including those I inadvertently forgot - or who were unrecognizable in costume, which may include **John and Kathy Prestholdt.** Thanks to John and Kathy for compiling Halloween Trolley ridership statistics.

#### **CHSL Holiday Party**

Many thanks to about fifty members and friends of CHSL for attending this festive annual tradition on a cold evening and for their generous donations of many bags of groceries for the Minnehaha (Minneapolis) and St. Philip's Episcopal Church (St. Paul)

food shelves. In addition to good cheer and good food, guests were able to see the ongoing work at the carbarn. Special thanks to **Roy Harvey** and the regular Tuesday morning crew for cleaning and setting up the carbarn.

#### **It's Traction Survey time**

The 2001 Traction Division Survey is enclosed with this Minnegazette. If you can help, and we hope you can, please fill it out and return it as soon as possible. It takes a huge number of people to provide the service that we do. Even if you can't volunteer often, every hour helps. Questions? Please call General Superintendent **Jim Vaitkunas** at 651-688-7255 to find out more about the many exciting volunteer opportunities at the Como-Harriet Streetcar Line.

#### **Annual Appeal and Donation**

To date, a total of \$8,720 has been received from 51 memberships representing 56 members and one friend for the Annual Appeal, the TEA-21 Match Fund, and the Winona #10 Fund. Two donations were matched. This includes \$4,300 for the TEA-21 Match Fund (we'll probably need \$40,000 in cash) from **Ken Albrecht, Charlie McCarthy and Lauren Ricketts, John and Joanne Nordale, and Russ Olson,** \$250 for the Winona #10 fund (which is still several thousand dollars in the red) from **Carl and Jane Barthelemy,** and \$3,870 to the Annual Appeal from **Alfred Aeppli, James Anderson, Anthony J. Bauman, Lyndon Benson, Lawrence L. Beyer, Jonathan Egbert, Evan Ellison, Bob Erickson, Bud Goldstein, Roy and Pat Harvey, James P. Hassing, John Heinl, Richard Hesse, Louis Hoffman, Doug Hultgren, Aaron**

**Isaacs, George Ittner, Ruth E. Jones, Nancy Joseph-Gould, George Kotsonas, Marv Krafve, David W. Larson, Dick Levering, Julene Lind, Keith Lindberg, Larry Ludford, George R. Martin, Thomas McLaughlin, Russ Olson, Jim Otto, Andrew Papulas, John and Kathy Prestholdt, Fred Raiche, Norman and Mary Lu Rice, Gerald W. Robertson, Robert Schmidt, Stephen Scofield and Susan Maas, Dennis Stephens, Barb Thoman and Chip Welling, Peter E. Throckmorton, David VenHuizen, Jean Villardson, Sven A. Wehrwein.** The Annual Appeal has been the source of as much as \$13,000 in income for the Traction Fund.

The Museum's previous experience with TEA-21 and its ISTEAD predecessor program have taught us that there are other costs beyond our \$110,000 match, about \$25,000 of which is expected to be in cash. So we're looking at least \$40,000 - an additional \$15,000 - in cash to leverage this \$440,000 federal grant that will totally rebuild our track, extend it to West 36th Street, and possibly result in other improvements in the line's physical plant. Additional donations to the TEA-21 matching fund are always welcome and sorely needed.

While it's too late to deduct your donation to the CHSL Annual Appeal, the TEA-21 Match Fund, or the Winona #10 Fund on your 2000 income tax return, you can save your receipt for your 2001 return - it's never too early to start. Note that donations have been received from only about five percent of the membership.

Several years ago, **Jeanne Inselman** crafted a donation box for the Linden Hills Station. Jeanne is a Transportation Department stalwart who has devoted many years to the service of the Museum. This year, the donation box brought in \$633 in 2000, a new record. While a small percentage of the Traction Division's budget, a little more than one percent, it represents the sale of 422 tokens, or about three weeknights or one weekend day's worth of tokens. So the donation box is the equivalent of operating for three extra evenings or one weekend day with no cost, labor, or wear-and-tear on physical plant or rolling stock.

#### **Como-Harriet mail bag**

On occasion, we print excerpts from letters we get. Often, they come in a bundle from youngsters after a charter. Caroline and Christine write: "Thank you for taking your time to teach us about the trolleys and letting us take a ride on them. Next time we visit . . . we





**Carl Barthelemy stops traffic at 42nd Street. Aaron Isaacs photo.**

will remember all the stuff you taught us and say hi to all of you guys if we see you." Katie and Cara write: "Thank you for the great day!!! We learned a lot about your trolley cars. . . . We had a lot of FUN!!!! What we will remember next time we come is not to walk in oil." Roy Harvey must have been on the crew!

The Guest Book in the Linden Hills Station also provides interesting information and comments. We had visitors from ten foreign countries: Belgium, Canada (Alberta, Manitoba, and Ontario), Colombia, Japan, Mexico, South Africa, Spain, Sweden, the United Kingdom, Venezuela, and 21 states, and many complimentary comments ranging from the enthusiasm of children to the nostalgia of adults.

#### **General Services Department report**

Here are the passenger statistics for 2000. While not great, they're at least stabilizing and the effects of our single ad in the Southwest Journal show promise.

Of the 43,032 passengers carried, 5,585 rode aboard PCC #322 in its limited Sunday service, 31,876 aboard #265, and 5,571 aboard #1300. These statistics indicate another year of flat ridership. But, thanks to the \$1.50 fare, reduction of the cutoff for free rides from under age five to under age four, and Halloween Trolley revenue, revenue was strong and the number of non-revenue passengers (children under age four and members) increased to nearly 75 percent from about two-thirds. In addition, late June and July ridership was strong before tapering off in August (interestingly, fall ridership was somewhat higher than usual, even

	<u>Trips - Scheduled</u>	<u>Tokens</u>	<u>Passengers - Scheduled</u>	<u>Passengers - Charter</u>	<u>Total</u>
April/May	335	3,812	5,852	267	6,169
June	399	5,254	7,923	453	8,376
July	578	7,845	10,853	358	11,211
August	419	5,578	7,972	278	8,250
Sept./Oct.	486	4,402	6,367	192	6,559
Halloween	<u>57</u>	<u>2,191</u>	<u>2,517</u>		<u>2,517</u>
<b>Total</b>	<b>2,274</b>	<b>29,082</b>	<b>41,484</b>	<b>1,548</b>	<b>43,032</b>

without including Halloween statistics) perhaps in response to our Southwest Journal ad. This leads us to consider smaller but more frequent ads throughout the operating season for the 2001 season.

All in all, with the many projects coming up - restoration of Winona #10 and #1000 and the TEA-21 local match, please consider a donation to the Annual Appeal, the TEA-21 Match Fund, and the Winona #10 Fund. The Traction Division will come very close to achieving its revenue estimates for 2000 - and may even exceed them. But that doesn't take into account the tremendous financial needs created by the TEA-21 match and the ambitious restoration program outlined below. Clearly, we can't rely on our passengers alone to pay the bills. That's where the Annual Appeal - and you, the members - come in.

Thanks to **John and Kathy Prestholdt** for compiling ridership statistics for 2000.

#### **Mechanical Department report**

Work this winter will focus on the stabilization of #1300 to allow it to continue in limited service for a few more years before a well-deserved major rehabilitation. Remember that #1300 was given to our predecessor, the Minnesota Railfans Association, by Twin City Lines at the end of service in 1954 and has never been restored. Yes, there have been a lot of repairs and rehabilitation over the years on an as-needed basis. But unlike the rest of our fleet - and most museum trolleys - #1300 has never had the benefit of a ground-up restoration.

Traction and Lake Minnetonka Division mechanical crews in Excelsior will focus on completing #1239 for service there by spring 2002, with Traction Division volunteers moving on to the restoration Winona #10 for service at Lake Harriet by spring 2004 (we expect to have its truck by next spring) and #1300 by its 100th birthday in spring 2008. There are no current plans for the restoration of Mesaba Electric #10 or the second PCC, #416. The restoration of

Winona #10 will permit one-person crews on certain charters, allowing greater flexibility in booking charters, and the use of streetcars that draw less power on evenings when ridership is lower, helping to control costs.

All this takes volunteers. Don't have the skills? There are a lot of unskilled jobs - and we have a lot of good teachers. Don't have the time? We'd like you every Wednesday evening or Saturday morning. But once a month or even less will help. Please let us know how you can help in the enclosed Traction Division survey. Or stop by on a Wednesday evening or Saturday morning to see what's happening. And it takes money - please remember the Annual Appeal.

#### **Motor Bus news**

##### **-Ken Luebeck**

We have a busy off-season ahead of us, as we seek to have three working buses in time for next season. (Want to help repaint #198? Interested volunteers call me at (612) 490-1003 or Josh at (612) 490-1005. Or direct e-mail to kenluebeck@aol.com. Prior maintenance experience is not a requirement.

The biggest news this year in classic bus world is revenue. For the first time in anyone's recent memory we actually had some revenue. In fact our revenue was higher than an ambitious target. Expenses were kept below target. If we do not spend much more wrapping up the season, we may actually have some revenue left over. Considering we did not really have a department a year and a half ago, no marketing, and no back up for our troublesome #1399, this is news.

We could not have done it without the help of many people. So I will take a long overdue minute to thank some of our contributors. The star of the show the last two seasons has been my maintenance manager, **Joshua Daniels**. He has pulled last minute rabbits out of hats more often than I can count. His expertise and commitment have been invaluable. Neither I nor mechanic extraordinaire **Doug Hall**, of Metro Transit's Nicollet Shop, have any idea from where Josh draws his knowledge.





**#265's old ex-Chicago Transit Authority trucks are now in Excelsior, where they will be installed under #1239. L to R are Jerry Olson, Bob Dumas, Karl Jones and Jim Willmore. Bill Graham photo.**

He is a perfectionist. At one point this past summer, he spent the better part of a week just waxing the bus. All this from someone who wasn't even born when #1399 made its last run for the MTC!

Speaking of Doug, he has bailed us out countless times, agreeing to stay after his normal Metro Transit work shift, sometimes on little notice, to keep us running. His careful work is an asset both to the MTM and Metro Transit. Doug and Josh have been the primary team keeping #1399 running for two seasons now. We could not have done it without them.

By far our biggest find this year has been our new Charter Agent, **Dick Loeffler**. He started out this spring with a backlog of work. Working throttle wide-open from day one, he still hasn't let up. He is a tireless salesman. In addition to all of the customer service work, Dick has been our most reliable driver—and he still finds time to help with such chores as putting the tarps on some of our project buses. Thanks Dick.

**Jared Johnson**, a.k.a. the Manager of Miscellany, has been helpful in many areas. Best friend of **Josh Daniels**, the two of them have spent many hours troubleshooting everything from windshield wipers to transmission cables. has always been available for the grunt work too, spending hours cleaning out buses #1398, #1303, and #1144 and coming straight from work on short notice to help with other housekeeping involving our buses stored at Jackson Street Roundhouse.

**Lael Beamish**, Manager of Safety and Instruction, has just barely gotten started in her role. This year,

maintenance issues with #1399 and other organizational issues made training next to impossible. When we actually give her a reliable bus to train with next spring, I'm sure the pipeline will flow. Thanks to Lael for stepping up to the plate on this one. Of course, there can only be one Beamish. It is with some sadness that we report the retirement of **Fred (a.k.a. Tree) Beamish** from the ranks of bus managers. (But he'll still drive some and do some training. You didn't think you could get rid of him that easy did you?)

The kind folks at Jackson Street Roundhouse deserve our thanks for letting us store buses in their crowded yard. Now that we have an organization, hopefully we can serve your needs better. We need those buses. One day they will run. Without the cooperation of the roundhouse, these would be lost.

We also wish to extend thanks to **George Holter**, owner of Richfield Bus Company, for the hours he has spent digging through parts catalogs and his inventory to find gizmos for our buses. Mr. Holter claims to run the finest company in town. Looking to take a crowd around in style? If our classic transit coaches don't quite fit, perhaps a deluxe Richfield Lines over-the-road coach bus would fit your style.

We wish to thank Metro Transit for its donations of storage, shop facilities, and expertise donations it has made out of recognition of the marketing value our buses have to it. While small to Metro Transit, this help has been large to us.

This is by no means a complete list of everyone who has been around our

classic bus world, doing tasks large and small. To all who I have missed thank you, thank you, and thank you.

## Minnehaha Depot Update

Easy access to the Princess will return for 2001 with the reopening of Minnehaha Avenue through Minnehaha Park. You'll once again be able to reach it directly from East 46th Street coming from Hiawatha Avenue (Highway 55) or St. Paul via the Ford Bridge. Note the new traffic circle at Minnehaha Avenue and Minnehaha Parkway - a rarity in these parts. In addition, those of you coming from the south can access the Princess by exiting Hiawatha Avenue to the right at East 54th Street. You can once again park within yards of the Depot (as of this writing, the pay boxes haven't been reinstalled but if they are, don't forget the \$1.00 fee). In addition to the completion of Hiawatha Avenue through the park just to the west of the Princess, the Minnesota Historical Society, which owns the historic Depot, completed a number of projects on the Princess itself this fall including a new paint job, returning the brown trim to maroon, relaying the brick platform (but not the extensions), and installing brick sidewalks from Minnehaha Avenue to the steps. Please come and see all the changes - at the park and to the Princess. The Princess's 2001 open house will be in May - look for details in the next Minnegazette. We hope to return historic bus service again this year now that Minnehaha Avenue is reopened.

It's not too early to get on Stationmaster **Corbin Kidder's** volunteer list for 2001. We need volunteers to staff the Princess on Sundays and holidays from 12:30 to 4:30 p.m. between Memorial Day weekend and Labor Day as well as for occasional special events. What a great way to spend a Sunday afternoon - bring a picnic supper and meet your friends and family at the park when you're done. Please call Corbin at 651-227-5171 or Assistant Stationmaster **Maryellen Digre-Mueller** at 612-822-5362 to volunteer - or just check the box on the 2001 Traction Division survey. And if you can't volunteer, please stop by and visit to support the Princess and enjoy the sylvan beauty of Minnehaha Park. Remember, it stocks a full array of Museum souvenirs.



## RAILROAD DIVISION REPORT

-Dick Kolter

The 2000 season for the Railroad Division is history and preparations for 2001 are well underway. The 2000 season has been termed successful with some reservation. All planned activities were completed and above all, were completed safely. The total number of passengers was much lower than the previous year, but fortunately the revenue was greater than a year ago. A major undertaking during the year was the off line excursion to Marshfield.

The winter season, which consists mainly of equipment work and education, started in November 2000 with the division's annual business meeting on the 8th of the month. The annual meeting saw the appointment of a new Superintendent as **Dave Ahlgren** has decided to retire. Dave put in many long hours, probably many more than he expected when he took the job a few years ago, and was always seen around the division's activities to support and help wherever he could. Dave had the advantage for the museum, and maybe the disadvantage for him, of living in just the right spot to be close to all of the activities. Whenever asked he was

**Morten Jorgensen on duty at Dresser.  
Eric Hopp photo.**



always ready to come right over and help solve a problem.

**Bill Handschin** agreed to assume the role of superintendent and quickly began to firm up plans for continuing the operation. Bill has been real active in the railroad division for the last two years and has shown in many instances that he can successfully lead. Bill's wife, Deb, has also been an active volunteer and is currently employed to do some of the museum's membership related paper work at the office at Jackson Street.

Two other important people have also decided to retire from very demanding positions. Crew callers, **Jan Edstrom** and **Donna Heine**, will have to be replaced. With as many people as we have on our staff it probably seems unlikely that these two would ever have to do much except put names on a list. Not so. It seemed that just about every weekend there was some kind of scheduling difficulty. Often Jan would have an open position that she struggled to fill while at the same time had extra people in another position. Donna was in charge of calling car attendants and usually didn't have any extra people anywhere. She was forced many times to ask someone to do extra duty and handle more than one car. Everyone will miss these pleasant familiar voices calling on the telephone.

The railroad division's board of directors will have a new member next year. **Kurt Mahre** has been elected to the position formerly held by **Dick Heine** who wants to refocus his volunteer time. Dick has been a very active volunteer and plans to continue. The other board position that was voted on this year was the one held by **Eric Hopp** and he agreed to be re-elected to another term. No one has to be told what a tremendous effort Eric has given over several recent years.

New superintendent Handschin has asked all of the people who held appointed positions last year to continue if they so desire. Slated to continue are **Morten Jorgensen**, Director of Safety and Training; **Bob Hawkins**, Trainmaster; **Nick Modders**, Road Foreman of Engines, Off Line Trainmaster and FRA Compliance Officer; **Pat Kytola**, Marketing; **Larry Schulte**, Diesel Forman; **Eric Hopp**, Yardmaster and **John Oliver**, Steam Foreman. A new position this year is that of Assistant Superintendent which **Dick Kolter** has agreed to assume.

There are many other jobs being carried out by volunteers on more or less of an unofficial basis but yet are

very important to the overall operation. It is expected that most of these positions will be filled by the same individuals. Some of these people are, **Jan Edstrom**, volunteer coordinator; **Tim Tuggle**, first class coordinator; **Erik Brom** and **Dick Kolter**, MTM Semaphore editors; **Burt Foster**, hours of service forms; **John Stein**, accident reporting; **Mark Engles**, shop training and safety; **Eric Kallas**, first aid supervisor; **Dick Heine**, financial officer; **Charles Barthold**, merchandise sales; **Marv Mahre**, chief stationmaster; **Larry Kytola**, Osceola foreman; **Noel Petit** and **Sharon Hanson**, drug testing; and **Ward Gilkerson**, rules instruction and testing. **John Lind** will be the new crew caller.

**Pat Kytola** has put together much information relating to the different phases of last years operation. The total number of passengers was 22,336 which was a decrease of 9% from the previous season but the revenue was up 20% to \$251,779. First class service had 805 people and brought in \$16,770. Picking up passengers at the park on seven days accounted for 391 people and \$3882, the fireworks trip had 470 passengers for \$7232, and the Andersen picnic had a record number of 1692.

Locomotive 559 experienced some major difficulties early in the season and spent much of the summer out of service. What amounted to most of a major engine overhaul had to be done, including replacing the crank shaft. **John Peters** headed an enormous volunteer effort to get this work done as cheaply as possible. No one was able to count the hours he spent doing the work right at Osceola. **Larry Schulte** and **Bill Zimmerman** helped and the engine did a fine job with the heavy fall trains.

The annual volunteer holiday party was held on Friday evening December 1 in St. Paul. Anyone who volunteered for the Railroad Division during the year was welcomed and nearly one hundred people attended. **Jan Edstrom** served as organizer and put on a humorous program to distribute many attendance prizes. She was assisted by **Jan Ahlgren** and **De Smith Lindeen**. **Donna Heine** provided table decorations. Three newly licensed engineers were recognized, **Erik Brom**, **Bob Hawkins** and **Bob Oswald**.

Steam locomotives were not part of the operation at Osceola this year but they were a big part of the work activities at Jackson Street all year. Under the direction of Steam Foreman, **John Oliver**, the old familiar NP328 is





**Just because it looks good. The ladder track at Jackson Street. Chuck Dahl photo.**

undergoing major boiler work. It was determined that ultra sound measurements of the thickness of the boiler walls were necessary to assure continued safe operation. This necessitates complete disassembly including removal of the cab. Since this work was to be done on 328 it was decided to do it also on the NP2156 which had been standing out of service at Jackson Street for many years awaiting a decision on its fate. The ultra sound measurements will determine what steps will be taken next, but it is hoped that both of the boilers will

prove to be worthy of restoration to operating condition. Plans call for both of these engines to be inside of the roundhouse for the completion of their restoration.

Another steam locomotive has figured heavily in the interests of the steam crew. The City of East Grand Forks has on display the NP2153 and has donated it to MTM. Our volunteers have made several trips to Grand Forks to look at the locomotive, and later to prepare it for shipment to St. Paul. The time frame for the move has not been established yet.

Some equipment has recently been moved to Jackson Street that will enhance the museum's display there. The Great Northern F type locomotive and CB&Q caboose that have been on display at Bandanna Square have been given to MTM and are now at Jackson Street. The locomotive is for display only as most essential working parts have previously been removed. The CB&Q 9735, a motorized baggage car, which was stored for a long time at the Minnesota Commercial roundhouse has been moved to Jackson Street also.

Recently an ex Navy 45 ton locomotive, which is a small switching locomotive, was donated by the United Defense Company and arrived at Jackson Street. This unit was built in 1942 by General Electric and is a diesel electric with two 150 hp Cummins engines. It is operational, but needs some minor work. While this engine was originally built for military service, it has been with this company since 1982 and has been called "General Ben", after one of the company officials. It will probably be used mostly at the roundhouse when equipment has to be moved. **Scott Reed**, who works for United Defense, when he is not volunteering at Jackson Street, took care of most of the details with help from **Bob Hawkins**.

An SW-1, #3110, a 600 hp switcher that is in good running condition, has been donated by the Andersen Window Co. This engine is a former Norfolk and Western unit that has been switching at the Andersen plant since the 1980's. Andersen paid for all the work necessary to put it in excellent shape, which included some new wheels. **Bob Hawkins** played a major role in negotiations for this fine unit and has indicated that Andersen's contribution was far over ten thousand dollars. This locomotive, now numbered MNTX3110, arrived at Jackson Street November 30 and will likely see service at Osceola with the smaller trains.

The Great Northern Railway Historical Society, which is a resident of Jackson Street, owns the very first 3600 hp SD45 locomotive. #400, named "Hustle Muscle" had been kept and used at the Lake Superior Railroad Museum in Duluth, but has now been moved to a new home at Jackson Street. Also new to Jackson Street is a former Soo Line sleeping car that has been most recently used as a house in Plymouth. It has twelve sections and one private room. It was built in 1906 and had been under a roof so it is in reasonable condition. It was number 1227, the "Valhalla".





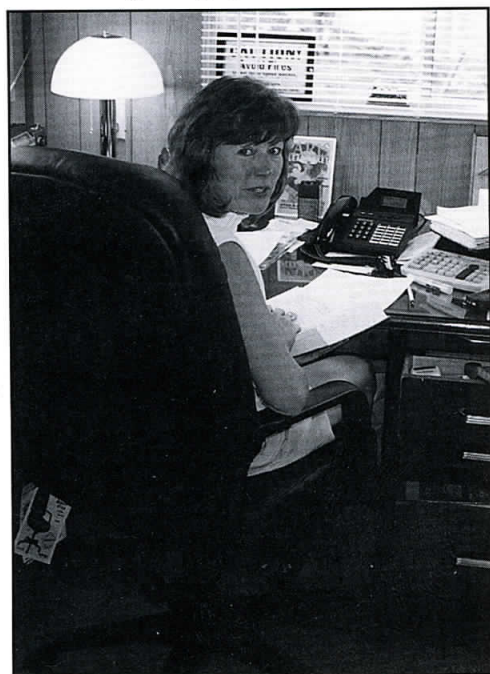
**Ozzie, the Jackson Street Roundhouse cat. George Bergh photo.**

An ISTE grant will be used to restore four cars in the near future. The cars are DM&IR 30, CB&Q 598, NP 1102 and GN 1213. 1102 and 1213 are currently part of our operating fleet. Bids have been solicited for this work.

Every other winter members of the operating crew must participate in review and educational sessions relating to the railroad operating rules called the General Code of Operating Rules. These classes will be taking place during the first few months of 2001 with veteran people starting first and attending at least three Saturday morning sessions. New recruits will start later and everyone should be done by the start of the operating season in May. During this time other specialized training sessions are planned such as for conductors, for engineers, and for shop workers.

With all of this activity, volunteers are reminded that there is plenty of off season work and it should last right up

**Jackson Street Project Manager Wanda Sims. George Bergh photo.**



to the start of the operating season. Everyone is needed to put in a few hours each month to be sure everything is ready in time. Some operating time will be available on the freight runs each Saturday.

#### **Late breaking news**

The first week in December was an historic time for the roundhouse and the railroad division. For several months, plans had been made, only to be cancelled, to move some equipment inside the roundhouse.

Restoration work had progressed far enough to allow use of some of the interior tracks, if temporary rail could be laid to connect them with the outside world. Finally in December the construction delays and pollution control problems had been addressed, and the temporary track became a reality.

On the morning of December 8 a large crew of volunteers responded to a call to work and laid about one hundred fifty feet of track, from an existing track next to the pole shed, to connect to the roundhouse track 18. The track was installed over the frozen ground that currently fills the turntable pit. At 4:01 PM **Bob Hawkins**, who was instrumental in assembling the volunteers, had the honor of operating switcher NSP5 into the roundhouse. With bell and whistle sounding continuously, #5 became the first

**John Schillberg is one of the most regular volunteers at Osceola, known for his narrations on the history of the railroad and the country it travels through. Here he is during the runaround at Dresser. Eric Hopp photo.**

locomotive to enter the roundhouse in over forty years.

After much shouting and clapping, #5 was quickly dispatched to the far end of the yard to get steam locomotive NP2156 and, at 4:29 PM, carefully push it onto track 18. Next, NP328 was retrieved and also became a roundhouse resident. Before the evening was over the temporary track was disconnected from track 18 and slid south on the frozen ground to where it was connected to roundhouse track 17. Thus another roundhouse track became available for baggage car 265's restoration.

Many people deserve much credit for this effort. **Scott Reed** served as crew foreman. **George Berg** did the rail cutting and drilling to make the connections. **Eric Hopp** was able to create a golden spike with yellow paint. Superintendent **Bill Handschin** was allowed to strike the first blow to drive the golden spike. This area, where the locomotives have been placed, is one of the center sections of the roundhouse known as Bay C. Bay D is just north and houses the museum exhibits. When the construction work is complete both of these areas will be heated and the



railroad division volunteers will no longer have to do their winter work in the cold pole shed.

Track 24 is in the museum display section and was the scene this same week of the arrival of another piece of equipment that will become a permanent resident. The wooden business car, "Gopher", which has for many years occupied the north track of the pole shed, was moved to the roundhouse with the help of some professional house movers and their heavy equipment. Continued restoration of this car will now be much easier for the volunteers. Dan Patch locomotive #100 is also inside now.

## LAKE MINNETONKA DIVISION REPORT

-Bill Graham

### Excelsior Streetcar Line

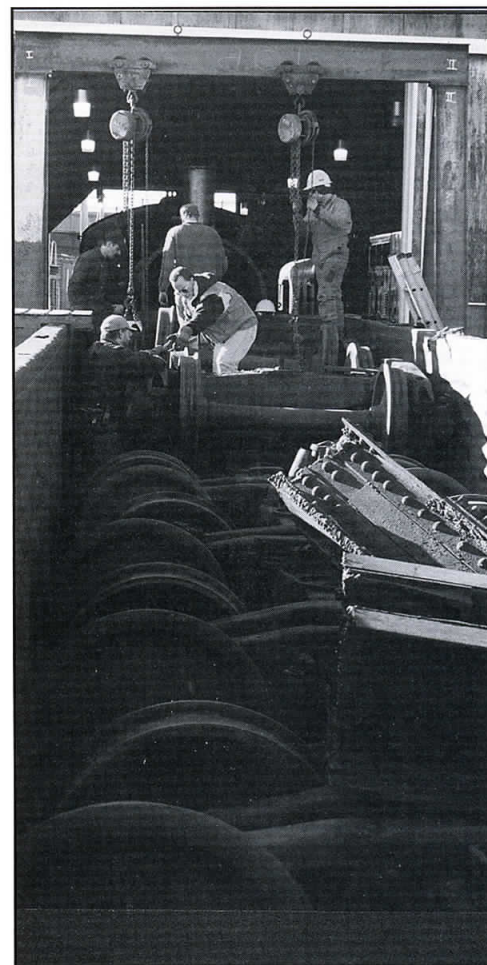
The Excelsior Streetcar Line carried 5,061 passengers during year 2000, a 20 percent increase over the previous year. It reflects the fact of longer operating hours this year and better coordination with summertime events in Excelsior which bring passengers to the streetcar. Car 78 ran reliably and without problems. The City of Excelsior continues to study ways to extend the line along Water Street to form a circular route. Any decision is at least some time in the future.

**Stall 16 in Bay C has had its pit reopened and refurbished, and is now ready for track installation. Chuck Dahl photo.**

Work on car 1239 continues to moving rapidly ahead. Canvas was installed on the roof in December as well as oak tongue and groove flooring on the front and rear platforms. This will permit installation of control equipment in the car. **Jim Willmore** continued repairing the rear body bolster. The installation of the main power harness and brake rigging will begin as soon as the bolster is repaired. **Jim Williams** painted the red-orange strips around the edges of the new clerestory ceiling panels, and they are beautiful. **Jim Willmore** and **Bob Dumas** finished putting in the ceiling lighting circuits and mounting blocks in preparation for installation of the ceiling panels lighting fixtures.

**Jim Willmore, Bob Dumas, Jerry Olson, Roy Harvey, Karl Jones, Bill Graham, Neil Howes and Scott Heiderich** collaborated to haul the Baldwin-style trucks formerly under car 265 out to Excelsior. Jim borrowed a heavy trailer on which he hauled one truck at a time. Using MTM's "snap track" sections, the trucks were ramped onto the trailer and back onto the rails at Excelsior without incident or difficulty. **Karl Jones** used a small gasoline generator to motor the trucks from the unloading point down to the Excelsior barn. Jim used his crew cab Ford pick-up to pull the trailer.

**Bob Dumas** provided his high pressure sprayer to power wash the Baldwin trucks before putting them away in the Excelsior barn. He found a fractured mounting bar supporting the back side of one traction motor plus a number of missing bolts. The trucks will be gone through this winter to make sure the will operate reliably.



**Along with the 45-tonner from United Defense came a group of 1920s vintage trucks from scrapped flatcars. Unloading them are (L to R) Mike Gamble, John Oliver, Phil Wellman, Dennis Holmes and Mark Engels.**

**Below: Great Northern F7 454A (the Northern Pacific paint is inaccurate) being unloaded at Jackson Street. It was donated by Bandanna Square. Chuck Dahl photos.**







**A captain's eye view from Minnehaha, approaching Big Island. Aaron Isaacs photos.**

Plans call for replacing the coil springs in this trucks, such as was done to the Brill trucks now running under car 265. This will improve their ride quality and help protect 1239's carbody from undue jarring.

**George Ittner** continues to work at stripping, gluing, glazing and repainting each of the 72 window sash frames. One sash unit takes about three hours to complete, and George is about halfway through the job.

At Linden Hills workshop, **George Isaacs** and **Jim Willmore** have rebuilt a controller for 1239 taken from MTM's stockpile. Front and rear brake valves have been reconditioned, and work continues at overhauling an air compressor governor. A beat-up, old back-up control box was pulled from MTM's parts bin and reconditioned by Metro Transit at their St. Paul Overhaul Base.

At a meeting in November, the car restoration crew gathered at the Linden Hills barns to consider which projects will follow 1239 when she is ready for service. Winona car No. 10 was chosen as the next project to begin in about year 2002. After Winona 10 will come the full restoration of car 1300, MTM's flagship, which last saw the backshop in 1946. Since 1300 is listed on the National Register of Historic Places, her restoration will have to follow national conservation standards and take a bit longer than other projects. The Excelsior workshop is well suited for heavy overhaul work, while the Linden Hills shop lends itself to mechanical work and running maintenance on cars.

I found my tally sheet on manhours at Excelsior carbarn since October, 1998:

Bob Dumas	1021
Bill Graham	344
George Ittner	328
Doug Hultgren	273
Fraser Morse	260
Jim Willmore	251
Bob Badzinski	189

Others who put in time are **Tom Ambrose, Lori Hammond, Jim Williams, Karl Jones, Scott Heiderich, Eric Eaton, Dave Irey, Neil Howes, Jerry Olson, Phil Settergren, Chairman Mike Miller, Electric Mike Miller, Bill Olson, Bob Woodburn, Bob Thompson**, and others too numerous to mention.

By next summer, the carbody of 1239 is expected to be nearly finished, and work on the undercarriage and

mechanicals will be well along toward completion. The project can use all the help that MTM'ers can give. There are those who scratch their heads in wonder that any sane person would spend so much time restoring old rail cars. These unfortunate souls do not understand that making old wrecks into sparkling museum pieces is loads of fun. It stimulates the mind and body. It gives one the satisfaction of knowing that he or she has the best toys of anyone in their circle of friends. These toys make great conversation pieces at cocktail parties, and inlaws find them nearly irresistible. If you care to risk an occasional Wednesday evening or Saturday morning, please contact **Bill Graham** (952-435-9724) or **Jim Willmore** (952-934-2006). It's a hoot.

### **Steamboat Minnehaha**

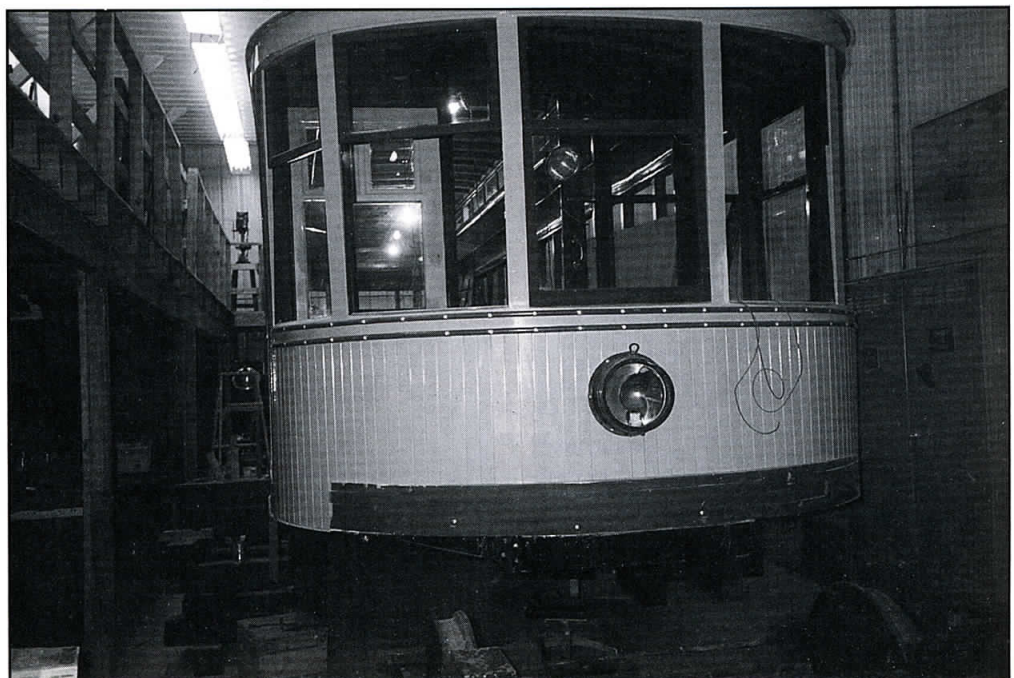
-Richard and Paul Krebes

### **Season Wrap-up**

The year 2000 steamboatin' season finished with total ridership of 14,250, down from 18,040 in 1999. Despite capricious (read atrocious) weather at season's beginning, rider interest grew stronger and stronger all the way through early autumn.

The operating schedule was changed this year to include two round trips from Excelsior to Wayzata, and two 90-minute lake cruises daily. The round trips remained popular with mature riders while the shorter cruises encouraged enjoyment by parents with younger children. (Read: future MTMers) The popular Friday afternoon cruises were suspended due to a shortage of captains. (Skippers, ahoy! It's not too soon to plan on piloting Minnehaha next season.)

**#1239's belt rail molding is on and the headlight has been installed.**







**Minnehaha rests through the winter inside the Excelsior steamboat building.**

Special cruises for the season were highlighted by the Deephaven Centennial Celebration, which saw express boat service return to town after an absence of 94 years, and which runs served 571 riders.

This year's "Give 'Em A Ride" cruises enabled 469 people to set sail who were able to savor a voyage into history thanks to the GEAR program. Friday, October 13th, saw the final run of the year, a member cruise through Minnetonka's Lower Lake. At journey's end, the boat was docked at Niccum's Boat Yard, and volunteers removed the upper portion of her funnel in preparation for winter rehabilitation. On Saturday, October 14th, Minne was skillfully pulled out of the lake and taken home to the boat building.

#### **Maintenance Update**

Now that Minne's safe in her barn, the winter maintenance season has begun. The boat building has had a security system installed. For access, call **Chris Olson** at (651) 489-0759. To date, **Chris Olson**, **Jim Willmore**, **Mike McWilliams** and **Neal Hemminger** have removed the upper portion of the stack from its temporary storage. **Jim Willmore** has built a mock-up for a new

lift mast for the funnel, and is researching its construction.

The boiler was inspected on December 13th, and passed muster to the delight of all. **Chris Olson** is preparing both the boiler and the feedwater pump for inspection, developing a maintenance schedule for the boiler, and repairing the upper deck hatch.

**Jim Hewitt** and **Leo Eiden** have tightened wrist pins, inspected pistons and crankshaft bearings, and serviced the cylinder packing.

**Brad Buxton** and **Bob Johnson** are repairing the "gopher hole" by the port gangway door. **Mike McWilliams** is removing, inspecting, and servicing pumps #2, #3, and #5. **Bob Johnson** is sanding the superstructure.

A tarp has been strung around Minnehaha's hull in a new plan to combat natural dehydration and shrinkage of the planks to preserve her structural integrity. The goal is to extend the hull's working life, and minimize recaulking before launch next spring.

Current boat projects include window sill repair, seat re-caning, plugging leaks in the prop shaft seal and rudder packing and replacing the current VHF antenna with one that blends in more with Minne's vintage look.

Active boat building projects include

slats to be nailed to the tarp behind the sliding doors, the portable air compressor's safety valve replacement, and the regular chores of cleaning, and tool and material organization and storage.

Additional volunteers are needed for the tasks above. Members are welcome to stop by every Saturday morning to pitch in with the tender loving care of our hibernating streetcar boat. Please sign-in on the volunteer sheet at the building, for it will help with member recognition, and the logged-in hours contribute to obtaining future grants.

#### **Upcoming events:**

In January, the volunteer appreciation banquet will be held. Be on the lookout for an invitation in the mail! Volunteers are needed for the Minnehaha display at the upcoming Boat Show in Minneapolis. Dates are January 18th, 19th, 20th, and 21st. For more information, call **Ann Merriman** at (952) 474-2115.

#### **Obituary**

**Isaac (Ike) Harter III**, of Brooklyn Center, died on November 4th, 2000. Mr. Harter was a veteran boat builder and engineering consultant who was a friend of the museum and had a keen interest in the Minnehaha.





VIEW OF ST. LOUIS RIVER SHOWING FOND DU LAC  
ONE OF DULUTH'S SUMMER RESORTS IN THE DISTANCE



*Channel between Lakes, Fairmont, Minn.*



## S. S. "Keenora" on Lake of the Woods



Four postcards of Minnesota inland navigation. If any reader knows more about them, please contact the Editor. Opposite top: A steamer ran up the St. Louis River from Duluth to Fond du Lac into the 1940s. This view of the steamboat Newsboy appears to be taken from the Oliver bridge.

Opposite bottom: There is a chain of lakes at Fairmont, shown in this 1911 view.

Above: The mail boat S. S. Kenora of the Rainy River Navigation Company ran 250 miles from International Falls up the Rainy River into Lake of the Woods.

Below: You can't cross the Mississippi River at Dayton anymore, but this rope ferry once plied the route.

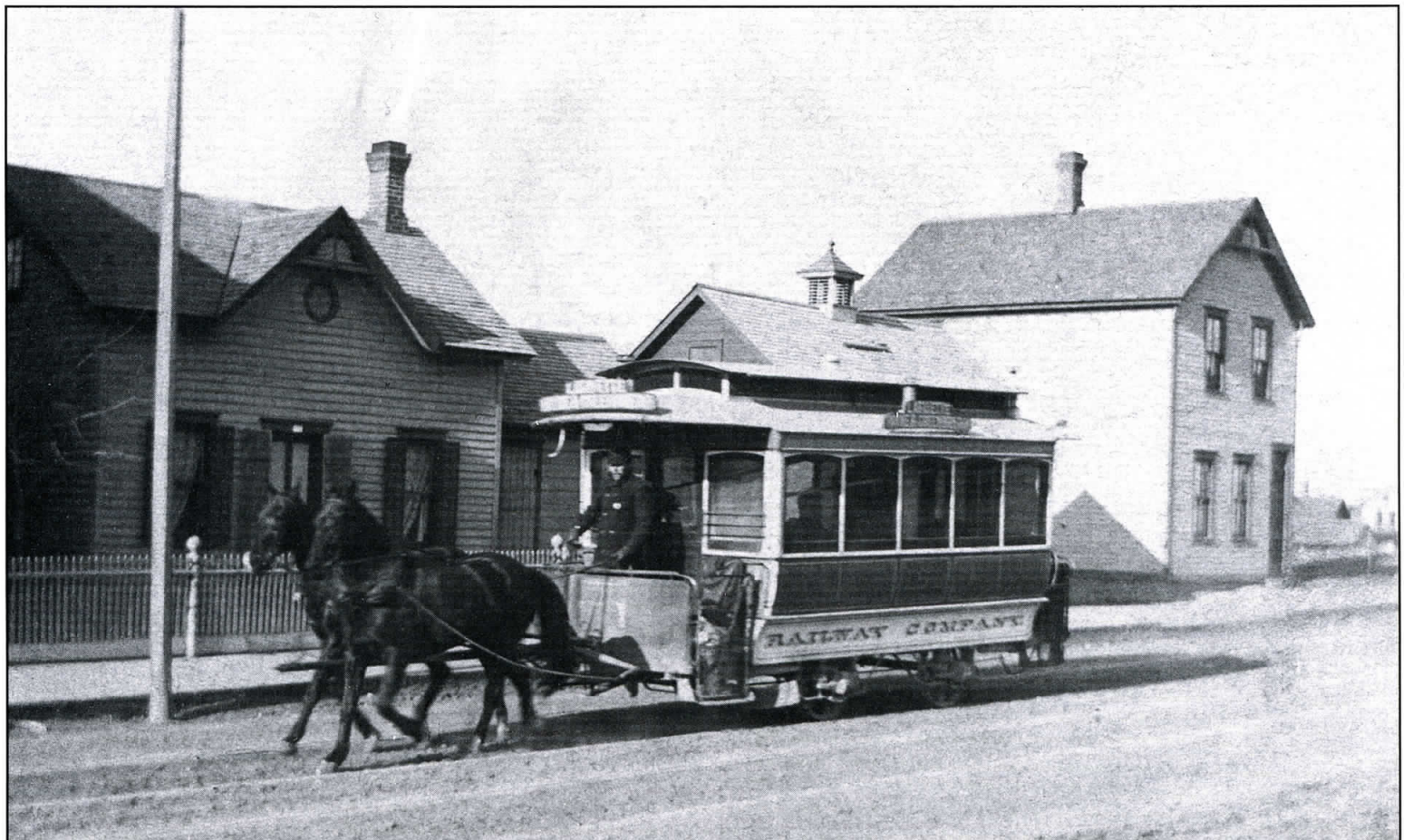
All MTM collection







Here are two recent donations to the MTM collection. Kurt Blewett recorded #1277 westbound on the 44th Street right of way at Xerxes Avenue, where Oak-Harriet cars diverged. Andrew Irber donated this photo of his great grandfather driving a horsecar along Greenbrier Avenue on St. Paul's East Side between Jenks and Case in the 1880s.







This pair of World War I vintage views show Duluth Avenue Station on St. Paul's East Side, and, we think, the wye at Fort Snelling. Both Dick Stoner collection.





More  
From

# THE WAR YEARS



The World War II era newspaper photos from the Minneapolis Star-Tribune continue to provide a real insight into the period. The inside front cover of this issue, and pages 22-27 feature more that recently turned up. All are from the Minnesota Historical Society collection.





On March 21, 1944, the veteran railroaders at the Milwaukee Road's South Minneapolis yard instructed soldiers (probably from a railroad operations battalion) in the finer points of the job.







A real surprise was this series on Canada customs inspectors going over the Great Northern's northbound Winnipeg Limited at the Noyes border crossing. Class H-5 4-6-2 #1356 was rebuilt in the company's shops from a ten-wheeler in the 1920s. Its sister, #1355, has been under restoration for years in Sioux City, IA.















Top left: The Rock Island Produce Terminal was located where the Metrodome now sits. Photos of it are rare.

This view shows military vehicles on flat cars next to it. Above: On June 13, 1944, a Milwaukee Road 4-8-4 prepares to wade through some high water along the 29th Street depression at 5th Avenue South.

Left: On April 6, 1944, Minneapolis Filtration Plant Railway #1 lost its brakes, ran through the derail on the Soo Line interchange track at 37th and Central, and wound up down by the Shoreham roundhouse. It didn't hit anything and no one was hurt, but it did attract a crowd of railway officials. A Soo Line switcher has retrieved it and soon it will be back under the wire on home rails.

Right: This dog has just been handed over to the baggage man at the Litchfield Great Northern Depot for transport to places unknown.









Before there were taconite pellets, the Duluth, Missabe & Iron Range hauled raw ore, which tended to freeze solid in winter. To thaw it the railroad hooked locomotives up to underground pipes and pumped steam into the ore cars. This spectacular operation blanketed the Two Harbors yard with clouds of steam, as seen in this series by Wayne C. Olsen. Dick Stoner collection.





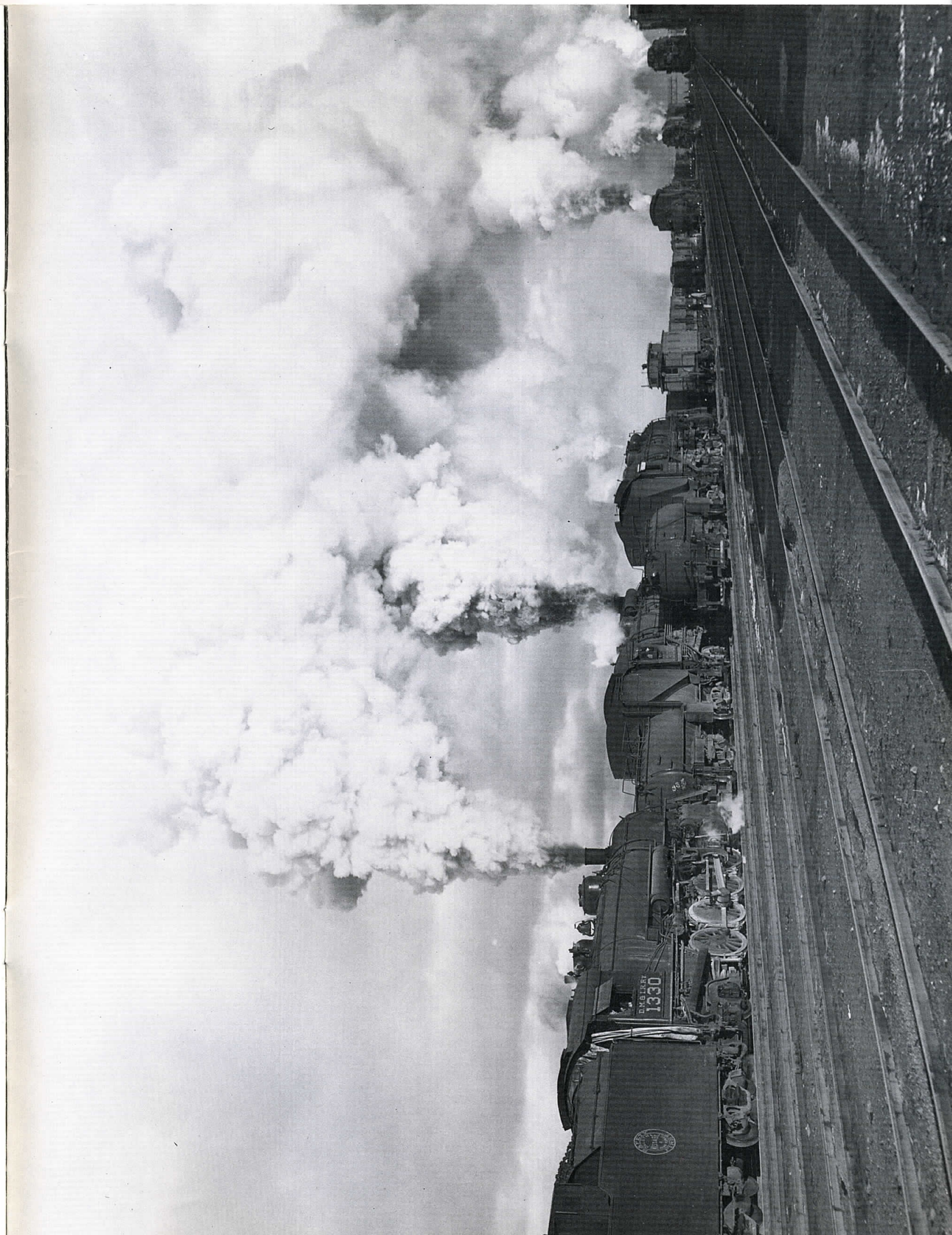
The DM&IR inherited seven 4-6-2 Pacifics from its predecessors D&IR and DM&N. The last to survive were the three from DM&N, #400-402 (Baldwin 1913). After the delivery of the RDC car in 1953, they assumed a backup role. In March 1957 #402 passes Garfield Avenue while subbing for the Budd car on #2 from Hibbing. Wayne Olsen caught #400 about to leave Duluth Union Depot in December 1955 with a Rotary Club Special. Dick Stoner collection.



Inside rear cover: There are seven live steam engines modifying the weather over Proctor in this Wayne C. Olsen photo. Dick Stoner collection.

Rear cover: Sometime around 1910 an express boat (perhaps the Minnehaha?) loads at the Cottagewood dock near Deephaven. This photo appeared in TCRT publicity brochures. Ramsey County Historical Society collection.













# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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